

EDMONTON CAPITAL

VOL. IV.

EDMONTON, SATURDAY, OCTOBER 18, 1913

No. 250.

GROWTH OF EDMONTON'S GREATEST UTILITY

AUGMENTATION OF STREET RAILWAY MILEAGE IS LARGE

Increase in Trackage Aggregates 23 Miles With 29 New Turnouts and Curves.

NEW OFFICES AND CAR BARN FINISH IN CANADA

Winter Schedule Effective November 15—Cars to Be Speeded to Average Nine Miles an Hour.

The street railway department has been subject to a very great amount of adverse criticism during the present year. Some of the critics have been justified, but in very many instances the criticism has come from those who are least able to judge as to the complexity of the task which the department has been operating this summer. It will not do to say that the department has done no more than to keep the old down no less than 23 miles of track this year. In April last when the construction program was planned only 30 miles of track were in operation, and a very large per centage of this was temporary track. Since that date the department has added 23 miles of track and at the same time maintained a fairly efficient service.

It is also worthy of note that at the beginning of the season there were only three specials put down for permanent use of the department.

Many New Turnouts.

At the close of the season there will be more than 20 turnouts, wyes, etc. in service. With a large percentage of the track laid on permanent base and a sufficient number of specials to permit the operation of several loops and lines in different parts of the city, the street railway department is just now reaching a point where it will have the opportunity to demonstrate what can be done in the way of giving a thoroughly efficient service and at the same time show a profit over the cost of operation. This is one of the biggest programs ever carried out by any street railway in one season.

The approximate cost of all the work done in the various branches of the street railway department this year will be in the vicinity of \$1,500,000. Of this amount approximately \$750,000 has been spent in permanent track construction, \$175,000 in car barns and offices, \$235,000 for 28 new cars, \$240,000 as the department's share of the cost of the bridges.

Capital Increased \$150,000.

The department has been paying interest and sinking fund on approximately \$1,500,000 capital since April 1st and since that date the capital amount has been increased by another \$150,000. As that amount of the \$150,000 must be set aside monthly out of revenue to provide for this fund and the next month the department must be in a position to put into effect a new schedule and reap the benefit of a portion of this new capital which has been expended in permanent track construction this season.

The power charges are also excessive in comparison with other cities. The present rate is 2.4 cents a k.w.h. for A. C. and D. C. current. At the recent conference between the management and the employees the fact was emphasized that at present Edmonton is paying from 12c to 13c a car mile for power, while the average all over Canada is only a fraction over three cents and in the majority of cities on the continent it does not exceed six cents. If the rate in Edmonton did not exceed six cents it would be possible for the department to show a profit of over \$750,000 a year even in spite of the obstacles met with during the construction season.

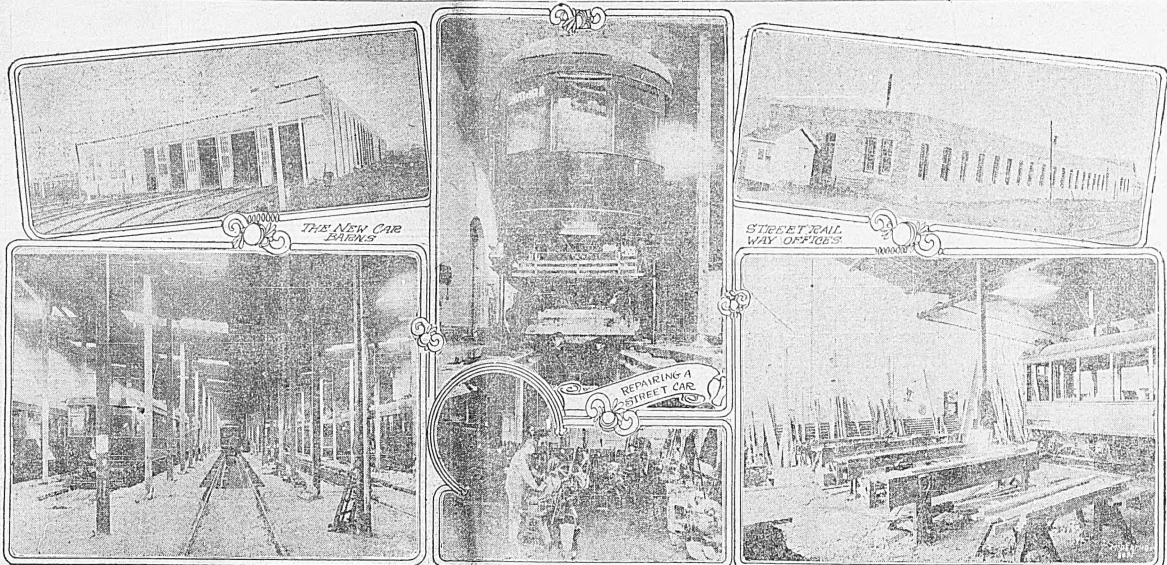
Lower Rate for Power.

A special committee is considering the reduction of power and the department expects to be paying a much lower rate in the near future. With the new track in operation, a fast schedule maintained and the power charges lowered, the department will, for the first time in its history, be in a position where it can show the public what may be done in the way of efficient service and at the same time get to a point where the monthly reports will show a surplus instead of a deficit.

Unique Features in Car Barns.

The new car barns and offices of the street railway department located on two blocks of property at Beech avenue and John streets, view of which will be seen in the accompanying illustration, are the finest in Canada and contain a number of unique features not to be found in any other system on the continent.

A new men and women may be formed of the size of the barn when it is stated that between 50 and 60 cars may be stored under roof at one time. Already there



INTERIOR VIEW OF CAR BARN

THE MACHINE SHOP

THE CARPENTER SHOP

are sufficient trucks laid in the yards surrounding the barn itself to take care of as many more cars. Eventually it is proposed to cover the entire property with tracks thus facilitating the interchange of freight with the steam railroads and interurban lines.

One of the tracks entering the new barn has been designed with an exceptionally high overhanging clearance, the object of this being to make it possible to replace trolley poles in winter while the cars are in the barn. Hitherto this has not been possible and the benefit not only to the men but also in the saving of time to the department was considered in designing it.

The vestibules at each end of the new barn are another of the new features not to be found elsewhere on the continent. There are two inner walls or partitions built 50 feet from the main walls of the building. These compartments are placed sufficiently to permit of a very high temperature with a view to thawing out the cars speedily in winter time after they come in from their runs. The scheme also secures very comfortable temperatures in the shops and makes it possible for the department to get more work out of the employees.

The vestibules also prevent the drafts so prevalent in the ordinary type of car barn and avoid cooling down the entire building every time the doors are opened to receive or dispatch a car. The new barn will therefore be more economical inasmuch as there will be less fuel required to keep up the necessary temperature and outside work will be done in the various departments.

Mechanics' Shops Provided.

The carpenter shop, paint shop, blacksmith shop and other necessary departments in connection with the operation of an up-to-date street car system will all be provided for in the new barn and will be seen in the accompanying illustration.

The office building, adjoining the barn is a one story structure, and built of brick throughout. It is laid out with commodious offices for the proper handling of the executive work of the department from the superintendent down to the ticket clerk. At one end of the building a large and open hall will afford duty or awaiting the hour when their various runs commence. Every convenience is afforded and the management is doing everything possible to make it comfortable for the men, thus helping to keep them away from the hotels and gambling joints.

Finer Construction Work.

The finest piece of construction work done on the lines of the system this season will be seen in the Jasper avenue subway and the grand union at the intersection of Jasper avenue and Ninth street. Both of these are first class in design and construction and have nothing to equal them in Canada.

During the course of construction this summer the department has laid 23 specials. Prior to this year there were only three permanent pieces of special track work in the whole system. The 23 new specials are divided as follows: 3 double track curves, 4 double track branches, 1 two part

street, south on Kirkness to Norwood boulevard, west on Kirkness to Namay, south on Namay to Jasper, west on Jasper to 24th street, and north on 24th to the end of the line.

Route No. 2 will operate from Sixth avenue south and form a loop around Jasper, Syndicate, Norwood boulevard and Namay avenue, giving a 15-minute service.

Route 2 starts at Sixth avenue south, thence to Main street, north on Main to Whyle avenue, east on Whyle to Fifth street east, north down "Scots Hill" across the low level bridge, south on Currie, west on Saskatchewan, north on Ninth street to Jasper, west on Jasper to Syndicate, north on Syndicate to Norwood boulevard, west on Boulevard to Namay avenue, south on Namay to Jasper, forming a loop line.

Route 3 will be known as the Norwood Belt line, the cars starting at First street and heading around the west, Alberta, John, Oak, Kirkness, Spruce, Syndicate and Jasper. As the 75-minute service on Jasper and a 15-minute service on the other sections of the loop.

Route 4 starts at Jasper avenue and First street, north on First to Norwood boulevard, east on Boulevard to Kirkness, north on Kirkness to Alberta street, east on Alberta to John street, south on John to Oak, west on Oak to Spruce street, south on Spruce to Syndicate avenue, south on Syndicate to Jasper, west on Jasper to First street, forming a loop.

Route 4 will operate between Bonnie Doon and loop around Jasper, Namay, Sutherland and Syndicate, crossing the high level bridge, Bonnie Doon, and set a 20-minute service and the other parts of the line a 15-minute service, as every other car will turn at the corner of Fifth street east and Whyle avenue.

Route 5 starts at Bonnie Doon, thence to Whyle avenue, west on Whyle to Fifth street west, north on Fifth to high level bridge, along Ninth street to Jasper, east on Namay to Namay, north on Namay to Sutherland, east on Sutherland to Syndicate, south on Syndicate to Jasper, forming another loop.

Route 5 will be known as the "West End Belt Line" and operate around First, Nelson, 21st street and Jasper avenue, giving a 15-minute service. The cars will operate both ways around the belt there will be a five minute service maintained on Twenty-fourth street.

Route 6 starts at Jasper avenue and First street, north on First to Nelson, west on Nelson to Twenty-fourth street, south on Twenty-fourth to Jasper, east on Jasper to Pine street, forming the west end belt line.

Route 6 will be operated between the Highlands and Glenora, giving a half-hour service.

Route 6 starts at the Highlands via Jasper east to Twenty-fourth street, thence west on Athabasca to Fortieth street, as soon as track is completed.

New Track Laid.

The total track laid this summer by the department amounts to 22.93 miles, of which 15.63 is permanent work and 7.30 miles temporary construction. If

figured up in lineal feet, the track put down this year totals 121,508 feet, 85,08 of which represents permanent work and 36,420 temporary track.

Practically every branch of the system has been tied up at some time during the summer undergoing the change from temporary to permanent track. The total length is figured in lineal feet of single track in each case for the purpose of comparison.

Albion avenue, double track from Twenty-fourth to Forty-second street, containing 11,300 lineal feet of single permanent track, construction and 740 lineal feet of temporary track. Steel poles have been used for the entire distance.

Main street, permanent double track construction from Whyle to University street, making total of 1,490 lineal feet of single permanent track construction. Street poles have been used from Whyle to Sixth avenue south.

Albion avenue, permanent double track construction from Kirkness to Foundation street, making total of 12,100 lineal feet of single permanent track construction.

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TAKES FIVE MAYORS TO WED ONE COUPLE

Charter's Queer Freak Found When Italians Marry at Denver City Hall.

A queer freak was discovered recently in the Denver charter when officials at the city hall learned that the mayor, under the new commission form of government, had not the power to marry. That the ceremony might be legally carried out, it now becomes necessary not only for the mayor, who is the chairman of the board of five elective commissioners, to read the marriage ceremony, but it is also necessary for all the commissioners to read the words in unison.

When Mrs. Jose Tranter, widow, and Mardo Lardino, widower, of 3215 Gauge street, were married in the office of the mayor in city hall Thursday afternoon by the Rev. L. A. Humbert, executive secretary of the board of charities, there was an even exchange of children between the bride and the bridegroom, for each has three by first marriages.

It was the first marriage, too, at the city hall since commission government and it brought out the startling fact that although mayor, Dr. Perkins has not the authority of a mayor to marry people.

If a couple wishes to be married by the mayor it now appears that the five commissioners, comprising the council and exercising the functions of the mayor, would have to meet as a council, all five stand up and in unison speak the words that would make the couple man and wife, thus being the mayor performing the ceremony.

SOCIALISM ON WANE IN GERMANY

This Year's Official Report Shows Smallest Increase in Party's History.

Berlin, Oct. 18.—An official report of the executive committee of the social democratic party issued recently, shows that the red wave has reached its crest in Germany. It states: "We have to report the smallest increase in the history of the organization. The increase is so small that it verges on stagnation."

The report, which is to be submitted shortly to the convention at Frank, shows that the new membership during the year was 12,718, of which 10,743 were women. Fifteen districts show sharp decreases, and the total loss a fallership is set down at 15,000.

The report is opposed to the principle of general political strike which is advocated in the party.

School officials in Beverly, Mass., recently calculated the money saved for their pupils in vocational education. They found that an expenditure of \$484 per boy in industrial training had raised the expenditure of the boys' fund to \$15,000, of which \$4,000 to \$15,000, of \$15,000.

The Daily Capital's Second ANNUAL ROAD RACE

for Capital Challenge Cup will be run on the morning of .

THANKSGIVING DAY, Monday Oct. 20

Starts from the Capital Office on Second Street at 11 o'clock a.m.

5½ Mile Spectacular Course

Sanctioned by the Amateur Athletic Union of Alberta and governed by the rules of the Union.

OPEN TO ALL AMATEURS

Under the management of George R. Jackson,
Superintendent of Playgrounds and Advisory Board

A HANDICAP RACE

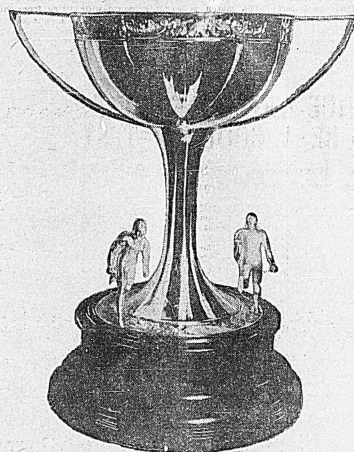
Prize List

WINNER OF RACE wins the Daily Capital Road Race Challenge Cup which must be won three times (not necessarily in succession) before becoming the permanent property of any runner. The winner of the race will also be awarded a medal which will be his permanent property and his name will be engraved on the cup as temporary holder for the year 1913.

WINNER OF SECOND PLACE will be awarded a medal.

WINNER OF THIRD PLACE will be awarded a medal.

RUNNER MAKING BEST TIME will be awarded a medal.



The Daily Capital Challenge Cup first offered for winner of Five Mile Road Race in 1912, won by George Nelson. Must be won three times to hold permanently. The cup may be seen in the window of the Dominion Cigar Store, corner of First street and Jasper avenue.

Official Entry Blank

Please enter me for The Daily Capital Road Race, for which I enclose the sum of \$1.00 in full of entry fee, to be returned to me if I start.

Signature

Address

Club or Association

Registration Number

Each competitor in the race must fill in this blank and in signing same he certifies that he is an amateur according to the laws of the Alberta branch of the A. A. U. of Canada.

This is to certify that who has signed the above entry blank is a member of the club and is eligible according to the rules of the Alberta Branch of the A. A. U. of Canada to represent this club.

Signature (Must be signed by an official of the club.)

My best performance for five miles was minutes seconds.

Date of same

My three last performances:
Distance Time Min. Secs.

Course of Race

The course of the race as first selected proved to be exactly five and one-half miles, but as the course was an ideal one for a spectacular race it was decided to make the distance a secondary consideration and so the original route as selected will be retained. The route the runners will follow is as follows: Starting at the Capital office on Second street, south to Jasper, east on Jasper to McDougall avenue, south to McDougall hill and along the main thoroughfare, down the McDougall hill and up the Strathcona hill, along fifth street N.E. to Whyte avenue, to Fifth street N.W., north to high level bridge, from high level bridge to Ninth street, north to Jasper and east to Second street and north to Capital office and the finish.

To the south end of low level bridge is 1 mile, C. P. R. station 2½ miles, Ninth and Jasper, 5 miles.

Entries

Entries for the race must be in the hands of the Sport Editor of the Capital by 7 o'clock Saturday night, October 18.

Further information regarding the meet will be published in Friday's and Saturday's issues of THE CAPITAL. Inquiries will be answered by Geo. R. Jackson, or C. A. Smith, sport editor of the Capital.

FOOTBALL LACROSSE ATHLETICS GOLF



SPORTS SECTION EDMONTON DAILY CAPITAL

BASEBALL BOXING CRICKET TENNIS

WILLIE RITCHIE SAYS HE IS WILLING TO FIGHT ANYONE

Champion Lightweight Tells of His Plans and Explains Why He Dropped Bout With Welsh.

New York, Oct. 18.—Willie Ritchie, with his soft, pleasant voice and his friendly smile, in the last fellow in the world one might take for a fighter. But Ritchie has delivered the goods and is full of confidence of his ability to continue delivering for some time to come.

Expected to box Louie Brown according to program, October 28, and Willie yesterday afternoon. "I'd like to take on one of the two men after I find time, but I'll probably fight Tommy Murphy on the coast on Thanksgiving day. Then I have very fair prospects from Kansas and Milwaukee, where the sport is just making up. I'd like to fight them all. There's nothing like handling when business is good."

Dean's Fear Murphy. "In California, lots of people think I'll be afraid to tackle Murphy. Tommy has done some great fighting there, and they think the world of him."

Welsh can give a fight whenever there's a good offer for it. I dropped that match in Vancouver simply because the promoters failed to make good their contract. They were rich men, undoubtedly—race track men. If the fight had come off Labor day it would have been all right, for with Saturday, Sunday and Monday clear people would have come to Vancouver from Portland, Seattle, Tacoma, San Francisco and lots of other places. Why, there was to have been an excursion train from Montreal 48 hours away. There would have been a tremendous crowd and the fight money would have been good. I was to have had a profit. But, unfortunately, Freddy Burdette's ankle and had to postpone it. Before the hour was over the authorities closed the race track, which could only run 30 days under Canadian law, and had to have the run over 80. When that happened the promoters began to figure how much money they might make. They proposed fight, with their guarantee and advertising expenses amounting to \$25,000 before they had even proposed it. They began to look for a loophole, and they soon found it. They shifted the date to the 15th, and they had to pay to put up the certified check payable to Willie Ritchie, as agreed upon. It looked like a sure thing, a crowd, a fight run at a loss, and my good doubt whether I'd get any money at all. I gave the promoter 24 hours to go through with his agreement, telling him I would leave Vancouver, if he failed to do so. He must have wanted

FOOTBALL CHIEF INGREDIENT OF THANKSGIVING

Eskimos-Tiger Match Will Supply that Part of Day in Edmonton.

CONTEST PROMISES TO BE A MOST EXCITING ONE

Edmonton Squad Believes It Will Be able to Avenge Former Defeats by Scoring Heavily on Calgary Team.

Turkey, Chrysanthemums and Football—these three, but the greatest of these football. Without any doubt, the first Thanksgiving Day was a complete. Well, there is no reason why everyone in Edmonton should not have a perfect Thanksgiving Day, as the present English and Canadian champions, Miss Muril Dodd, six up and 7

And, what a game it will be. Just the old time when the "Jelly Roll" and used to watch the "Jelly Roll" spilling the goods. To see the men-eating tigers attempting to master the Eskimo makes the far fly and pull the long tails of the fiercest tigers. That will be sport indeed. And as we are always on the human being side in a contest between man and beast we are all quite likely to come away well pleased.

Deacon White, what a funny name for a football player. He is a fine fellow, quite confident that the men eaters will go home hungry even if it is Thanksgiving Day, that is providing they can capture the very appetizing Eskimo. He is going to be a good wrestler match in Edmonton on the night of Thanksgiving. The referee has not been appointed yet. The referee has not been appointed yet. The referee has not been appointed yet.

The Tiers will arrive in the city tomorrow and will be accompanied by a large band of natives of the jungle. The contest will start at 2 o'clock and will be preceded by a match between the Varsity and Civic Intermediate Clubs. The referee has not been appointed yet. The referee has not been appointed yet. The referee has not been appointed yet.

At a meeting of the Barbados Association, held at the Hotel de Ville, the local department of agriculture for experimental cultivation of the banana, the shipment of melons to New York.

The new permanent 1 cent and 5 cent stamps of the Chinese Republic are handsome productions, printed apparently by the newly established Chinese Bureau of engraving and printing.

In the capture of about four hundred live foxes, the value of the skins is estimated at \$25,000. Among these it is reported that there are a few silver foxes, the most valuable breed of the species.

The Prince Albert farm, which has at present 45,000 animals, has gained to comfortably accommodate 250 animals.

There is no doubt the animals will be put to death in a much more humane manner than in the past. The Prince Albert farm, which has at present 45,000 animals, has gained to comfortably accommodate 250 animals.

George R. Jackson, supervisor of playgrounds for Edmonton, who is managing the Daily Capital's Second Annual Road Race which will be run on Thanksgiving.

FLETCHER SAFE AT SECOND



This photograph was made in the fourth inning of the third world's series game, played at the Polo grounds on Thursday. It shows Fletcher, the speedy shortstop of the New York Giants, sliding into second, when Schang threw low to Collins in an attempt to kill the steal.

AMERICAN AND BRITON PLAY FOR LADY GOLF CHAMPIONSHIP

Miss Hollins and Miss Ravenscroft Play Final Match of Tournament in Delaware Today.

Wilmington, Del., Oct. 18.—Miss Gladys Ravenscroft, a former British champion will represent Great Britain in the final match of the women's international golf championship tournament on the hills of the Wilmington Golf club today, when Miss Martin Hollins of New York will defend the Robert Cox trophy, emblematic of the American championship.

Miss Ravenscroft, in the semi-final round yesterday easily defeated the present English and Canadian champions, Miss Muril Dodd, six up and 7

FORBES-RHUE WRESTLING BOUT SHOULD BE A GOOD CONTEST

Both Men Good Wrestlers, Having Met Some of the Best—Other Good Events for Smoker.

By C. A. SMITH. Sport editors must be careful of their reputation as well as human beings. Of course, it is impossible to hold the good opinion of all readers, but every reader appreciates being treated honestly. For this reason sport editors are often loathe to support with their published approval contests which they know will be inferior. With this in mind the sport editor of the Capital has no qualms in stating that there is going to be a good wrestling match in Edmonton on the night of Thanksgiving. The referee has not been appointed yet. The referee has not been appointed yet. The referee has not been appointed yet.

There is every reason to believe the match will be on the square. Both men are honest, straight fellows. For some time there has been a little ill-feeling between them owing to keen rivalry, and for this reason it is thought they will do their best. If for no other.

The men are wrestling for a side bet and for a share of the house receipts. The main match will start about 9:30 o'clock. The smoker at this match is to be the principal number in to be held at Moose hall, 404 Fraser avenue. There will be several other good preliminary bouts and music, and it is understood that the Eskimo and Tiger tugs have arranged to attend the match in a body.

G. R. JACKSON.

DET. WORKS IN CANADA. Detroit, Mich., Oct. 18.—There are present reports here that the Kaiser's Gun Works of Germany, has paid \$25,000 for an option on a large tract of land in Ontario, near the border on which the United States steel corporation will erect its Canadian steel plant.

The foreign trade of the port of Yokohama shows an excess of exports at \$2,575,000, a gain of \$1,575,000, and the exports at \$1,575,000, an increase of \$1,575,000.

Halifax foreign trade in 1912, according to custom house records, amounted to \$28,000,000, an increase over 1911 of \$2,000,000. The total dutiable imports in 1912 were valued at \$2,575,000, a gain of \$1,575,000, and the exports at \$1,575,000, an increase of \$1,575,000.

Wireless stations are provided for the use of the Canadian navy by the Canadian government.

In drilling for oil in Makarim, in the Yarnak Valley, Syria, no oil has yet been found. The depth reached is about 100 feet.

TODAY IN PUGILISTIC ANNALS.

1843.—Nat Langham defeated Tom Shaver in 61 rounds at Lakewood, England. Shaver was then in the commencement of his ring career, and although much smaller than his opponent, he showed remarkable grit and endurance. Langham soon disappeared from ring annals, but within four years Shaver fought his way to the championship, defeating Percy Tipton, Shasher, for the big title. Shaver held the belt for three years, retiring from the ring immediately after his bout with John Heenan, the American heavyweight, in which he was saved from defeat only by official interference. Shaver was small for a heavyweight, but was speed and scientific, and able to land a powerful punch.

1894.—Jack Johnson knocked out Joe Martin in 22 rounds at Los Angeles.

1922.—Cid Williams outpointed John Cooney in 10 rounds at New York.

Four new state forests have recently been added to those in Alaska, making 27 in all. The new forests are 63,101 acres, of this amount, 67 per cent, belongs to the territory, the rest being private land administered by the territorial forest officers.

RUGELSBY BOOTFEMOF OF THE ESKIMOS.

NEGRO BUTLER OUTS RESIDENCE OF EX-PRESIDENT

Thefts Committed in Absence of Family—Treasures Include Heirlooms.

Oyster Bay, N. Y., Saturday, Oct. 18.—That Colonel Roosevelt's home has been systematically robbed of jewelry valued at \$2,000 was revealed here recently by when George R. Barker, negro butler, pleaded guilty to the charge of theft. Among the treasures missing are many pieces of jewelry purchased by the colonel, several of them in various parts of the world, several of them are heirlooms, which no money could replace.

The thefts were committed while the colonel and his son were in the west on their way to the coast. The butler promised to reveal the hiding places of the loot. He failed to make good his promise, and Colonel Roosevelt was inclined to press the charge.

The negro, it was learned, served a term in the Missouri reformatory. He will be taken to the Missouri jail to be held for the grand jury.

Wine. He had received some of the jewels and he would now really tell the story to end the matter. At one time he said he threw all of the loot into the East River from the Brooklyn bridge, and that some of the jewels were found in a pawn shop he frequented the place.

The articles included an old watch, valued at \$1,000, a pearl and diamond necklace, a ring, a bracelet, a brooch, a pair of earrings, a pair of small trinkets from Archie's and a pair of small trinkets from Archie's and a pair of small trinkets from Archie's.

Some of the less valuable articles were stolen under a tree near the house, and some of the less valuable articles were stolen under a tree near the house, and some of the less valuable articles were stolen under a tree near the house.

Philadelphia's real estate assessment roll for next year values taxable property in that city at \$1,000,000,000, an increase of \$1,000,000,000 over this year.

DAILY CAPITAL SECOND ANNUAL ROAD RACE STARTS MONDAY 11 a.m.

As Much of Race is On Jasper and Whyte Avenues Will be Seen by Thousands—Entries Coming In.

The entries are coming in for the first annual road race which will be held on Monday morning, and by tonight there will doubtless be between 15 or 20 of the best runners in the city looked for the race. The handicaps will be arranged tonight by G. R. Jackson, and everything will be in readiness for starting the runners Monday, at 11 o'clock.

Many people have enquired about the race, and expressed their intention of coming out to watch it, and it is quite probable that, owing to the location of the course, many people will witness the race than have ever watched a road race in Edmonton before. The race will be held on Jasper and Whyte avenues, and the Capital office on Second street, but anyone standing on Jasper between

the first and sixth streets will be able to see the last lap. Owing to the handicaps, however, the finish promises to be close, and the runner who is the fastest in the city will doubtless be the winner. It will be interesting to follow the runners along the hill to see how they assimilate the first of the "hills." By bringing into the course of the race two of the biggest hills in the city, the race will be a half mile longer and in a more steady pace, and the runners that make that grade will demonstrate that they have the "guts." It will be interesting to follow the runners along the hill to see how they assimilate the first of the "hills." By bringing into the course of the race two of the biggest hills in the city, the race will be a half mile longer and in a more steady pace, and the runners that make that grade will demonstrate that they have the "guts." It will be interesting to follow the runners along the hill to see how they assimilate the first of the "hills." 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The Laurentia and Majestic are the largest. For fares, other sailings, illustrated brochures in the Canadian Trade, and apply to nearest Railway or Steamship Agent, or write W. M. McLEOD, Canadian Western Passenger Agent, 262 Main St., Winnipeg.

Ask about our Nine Cruises to Panama Canal and West Indies, or Mediterranean Cruises to the Riviera, Italy and Egypt.

Capital Want Ads are Business Magnets

GET IT AT THE BAY **SEE SUMMERLAND**

VASSAR COLLEGE FOR GIRLS HAS PHENOMINAL ATHLETE

Elizabeth Hardin Throws Ball 205 Feet and Puts Shot 33 Feet—And She is Young and Pretty.

"Till" Slater of the Giants can hurl a baseball from Centre field to the home plate with speed and accuracy, and it's not easy to do. But she is a man.

E. A. Hardin can fling the sphere in the same snappy way, and that's the strange part of it. For she's a girl.

Elizabeth Hardin, 19 years old, who is only 16, but who has already shattered the college record for the distance of a ball, is a phenominal athlete.

"Rube" McDonald is a traffic policeman at the most congested point in the world—Forty-second street and Broadway, New York city—and he is also champion pitcher of the world.

McDonald's best mark in casting a 21-pound shot is 39 feet 2 1/2 inches.

Miss Hardin hardly weighs more than half of the big champion's bulk, but in competition she has put the shot 33 feet and 4 inches.

The new champion lives in Newark, N.J., and was an honor student in the Townsend school for girls. She is the daughter of John B. Hardin, member of the law firm of Piny, Hardin, and Baker, and he certainly is proud of his daughter.

Vassar College is just as proud as she can be of Miss Hardin. Although she is only a freshman, nothing is too good for her.

When her schoolmate was at Vassar she threw a basketball, which is certainly no toy, a distance of 77 feet 9 1/2 inches. That was in 1909, and it remained an unapproachable record until this spring, when Miss Hardin tossed the same kind of a ball 80 feet 1 1/2 inches.

At the time she did it, when she entered Vassar at such an early age her measurements were as follows:

Height, 5 feet 8 1/2 inches; weight, 145 pounds; width of chest, 25 inches; depth of chest, 15 inches; circumference of waist, 34 inches; circumference of expanded, 36 1/2 inches; waist, 24 inches; and she is pretty.

Colombus Discovered America But Herzog Discovered Baker

Mighty Home Run Artist Who Helped Wallop Giants Was Put in Big Leagues by Giant Player.

Philadelphia, Oct. 18.—J. Franklin Baker, whose mighty wallop won the world series for the Athletics from the Giants in 1911 and who was among those present in the series just closed, has now if any peers as a third baseman. He is one cog, and a main one in the workings of the \$100,000 engine of the Athletics.

The strangest part of his advent into professional baseball and his early development is that it has one of the Giants, "Charlie" Herzog, who virtually discovered him and guided him in the early training. It was Herzog who made a third baseman out of him. Baker relates the following story about the Cantelone King and himself.

Plays for \$5 Per Week.

"Charlie" Herzog, of the Giants, virtually discovered me and made me a third baseman. I owe my early training to him.

20-YEAR-OLD LAD BREAKS 220-YARD SPRINTING RECORD

Robbie Robinson Promises to Rival the Famous Arthur Duffey.

RUNS 220 YARDS IN 20 AND 4-5 SECONDS TWICE

Will Probably be Star in Olympic Games in 1915—From Same Place as Ted Meredith.

Youth and courage are served again. This time it is a 20-year-old lad who has astonished the athletic world by his marvelous bursts of speed.

"Robbie" Robinson, at the intercollegiate meet at State College, Pa., sped over the 220-yard mark in the wonderful time of 19.45 seconds. Each time the watch held by reliable timers stopped at same moment. The world's best previous figures were 21.15 seconds, held by Bernie Wefers and Ralph Craig. Also he flashed over the 100-yard mark in 9.55 seconds. This feat alone is amazing, because learned observers of sprinters had declared that it was unlikely the 9.55 second record made by the great Arthur Duffey and Kelly of Oregon would be equaled again. There are limits to the swiftness of man, and this mark is generally regarded as the limit of the sprinter. But Duffey and Craig, Robinson is still at the threshold of his career.

Mercurius Academy is doubly proud over the fact that Robinson is her pupil, because it was Mercurius that also produced the now celebrated "Ted" Meredith. Albert Smalley Robinson first began to be noticed as a football and baseball player at Westboro High School. In the latter part of February, 1911, his parents sent him to Colorado Springs for the benefit of his health. On arriving there he was enrolled as a student in the Curtis Academy. In all he spent almost seven months there, during which time he played as shortstop or as pitcher.

Upon his return home in the latter part of August he was entered in a small set of games held under the auspices of the Board of Trade of Westboro. This town boasts of being the birthplace and home of the famous Pennsylvania track coach, "Mike" Murphy. In these games his work was noticed by "Mike," who got into touch at once with "Robbie" and the coach at Mercurius Academy.

In his first race in Mercurius the 100-yard distance, Robinson hung up the time of 10.55 seconds. Later on Coach Curran ran him in a quarter-mile race, and in doing that distance in 57 flat Robinson almost died.

But little work was done during the latter part of the season. At the Mercurius school meet in New York Robinson was defeated in the 75-yard dash. At the same meet he won the 100-yard dash. He was then won the 220 dash in handsome fashion. Robinson's faith had been in starling. Since then Coach Curran has worked him consistently on the starts. On May 17, at the Pennsylvania meet, he covered the 100-yard in 10 flat, although such a good time at one with "Robbie" Murphy caused him to be 4.5 seconds. In the 200 yard dash his time was 21.15. The following Saturday Cornell his ankles gave away and he was second flat. At Pittsburgh in the junior championships he won the 220-yard dash and ran second to Alvin Myers in the 200-yard event.

Perhaps one of the biggest things which Robinson is looking forward to is to take part in the next Olympics.

To Coach "Jim" Curran is given great praise for the bringing out of the lad. At all times, "Robbie" is not a man who talks, but a man who does things—just like his latest athletic pupil.

CATCHERS OFTEN SPOIL PITCHERS

Fearing Spit Ball and Jumpy Curves Hold Twirlers Down.

Many a young spitball pitcher has been ruined or nearly ruined because a catcher tries to make him change his delivery.

Some catchers are either too lazy to back up a spitball artist or are afraid of the fast-breaking shoots, so they have been signalling for curves or straight balls until the twirlers lose control of what he already possesses.

Of course, we are referring to recruit twirlers in this discussion. Older heads wouldn't take that kind of stunt from the incompetent backstop.

The hardship can easily be seen when the same catcher works with the pitcher practically every game he works. After throwing curve after curve, and not using the spitball, it isn't long before his arm begins to go back on him, especially so when he is a regular curve-ball thrower.

In addition to this, if the pitcher makes any complaint, the catcher spreads the report that the ball splitter isn't worth a hang and doesn't break enough to battle the batter, so he says he has to keep calling for the curve. This is the way he meets the objections of the recruit. It is generally a regular curve-ball thrower who is a goner if he tries anything else.

At the end of 1912 there were employed in the gold mines of the Transvaal 24,234 whites and 295,185 natives, the aggregate wages paid out for the year being \$68,817,728.

WILLIAM LUTHER

17 Powell St. at Market, San Francisco, Cal.
F. L. & A. W. TURPIN, Proprietors
Rooms with Private Bath \$2.00 upward
Auto-bus meets all trains and steamers

BLACK AND WHITE SCOTCH WHISKY

is all MERIT—perfectly blended and thoroughly aged.

D. O. ROBLIN, Toronto
Sole Canadian Agent 32

HOME FOR XMAS to GREAT BRITAIN and EUROPE

Low Excursion Fares daily, Nov. 7th to Dec. 31st, via any route or on any steamer, from any Canadian Northern Railway Agent. Liberal stop overs all the way. And Extra Long Limit. Best of Train service.

WE Represent All Steamship Lines

SPECIAL TRAINS for Six Steamers sailing from Montreal, November 15th, including the R.M.S. "Royal George." And for the R.M.S. "Royal Edward" sailing from Halifax December 3rd. "Cassandra" December 4th.

Trains will run through without change and will carry Tourist Sleeping Cars with very low berth rates day coaches and dining car, all the most modern equipment. No inconvenient transfers or delays.

Book C.N.R. to secure expert attention and expert service from employees who know.

And Book Early to avoid disappointment.

Choice space can be selected from this office.

Phone, write or call, and your pleasure shall be ours.

City Ticket Office open evenings, 7 to 9:30.

COLLARS

1/4 Sizes—They Fit—2 for 25c.

Time Passed

The time has passed for the ever-ready imported suit of clothes or overcoat in the Capital City of Alberta—years ago style, pulled from a pile, passed now.

ADVANCE GOTHAM AND LONDON FASHIONS AND MATERIALS

Are Indispensable

LA FLECHE BROS. have been the sole factors in this great change. The foresaw the demand and acted accordingly. They stocked the newest fabrics—installed up-to-date methods, employed skilled tailors and build proper clothes in Edmonton.

We are proud to invite you here.

LA FLECHE BROS.

Import Tailors
118 Jasper W. Edmonton

MITCHELL SLIDE-EASY NECKWEAR
QUALITY STYLE VARIETY

PRESIDENT SUSPENDERS
NONE SO EASY

WELL SHINED SHOES ARE THE FOUNDATION OF GOOD APPEARANCE

2 IN 1 SHOE POLISH

GIVES A QUICK, BRILLIANT POLISH THAT LASTS EASY TO USE, GOOD FOR THE SHOES

Capital Want Ads are Business Magnets

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Low Excursion Fares daily, Nov. 7th to Dec. 31st, via any route or on any steamer, from any Canadian Northern Railway Agent. Liberal stop overs all the way. And Extra Long Limit. Best of Train service.

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City Ticket Office open evenings, 7 to 9:30.

CITY TICKET OFFICE, 43-45 Jasper Ave E., Edmonton. Phone 1712.

DEPOT TICKET OFFICE, Phone 1719

SAYLOR PREPARES TO MEET WELSH

Arrived in Winnipeg This Week
—Fights Welsh Monday,
October 20.

Indianapolis, Ind., Oct. 18.—Milburn Saylor, premier Indiana lightweight, who meets Freddie Welsh, at Winnipeg Monday, October 20, arrived in the Canadian city to wind up his training Thursday of this week. Saylor and his manager, Harry Brown, stopped over in Milwaukee, Monday, to see the Walsingham fight there. Saylor, getting a second-round decision over him in Boston two years ago but he is anxious to do the scalp of another ex-champion to his left by whipping Wolcott.

Saylor is in grand shape for his whirl with Welsh. He has boxed daily with his manager, Brown, Chick Hayter and Manuel Villa, and his boxing evidence is to the statement that Saylor is hitting harder than he ever did before in his career. "An amusing incident that occurred here last summer when James J. Corbett, former heavyweight champion, was here, was recalled the other day. Jack Dillon, middleweight champion, was training for a fight with Frank Klaus. Corbett was taken out to the camp to see him work. Saylor was boxing with Dillon when Corbett arrived. Dillon and Saylor were going at a terrific clip and Dillon kept trying to break in but Saylor would not back up an inch, and his swings, hooks and jabs made the middleweight champion wince.

Sam Murbarger, who was managing Dillon, called up to Corbett and said: "He looks great, doesn't he?" "Great," echoed Corbett, "why he is a wizard! Who ever saw a stripling stand up against a middleweight like that before?" And Corbett went on to marvel at Saylor's work, much to the discomfort of Murbarger.

Argentina ought to hurry—along that sheep mat to square before sending in the lingo.

SEE SUMMERLAND



These photographs were made in the seventh inning of the fourth game of the world's series, at Philadelphia on Friday. At this stage of the game

the Philadelphia fans were given heart failure by Merkle, who knocked a homer with two on the bases, just after these photographs were made. At

left: George Burns, the fleet left fielder of the New York Giants, arriving safely at second on Murray's single to left. Collins is shown taking

the throw-in. At right: Barry, the peppy shortstop of the Athletics and Murray, laying on bag, engaging in a bit of repartee after Murray and Burns

had negotiated a double steal while Wilson was striking out. This play was followed by Merkle's homer.

Y. M. C. A. SWIMMING CONTESTS

At a meeting held last night by the swimming club at the Y. bath the following races were run off:

50 Yards Dash.
Heat 1—Crockett beat Kennedy.
Heat 2—Arbuckle beat Broadfoot, who however showed very good form.

Heat 3—Gledhill put one over Tockman, who used the breaststroke.

Semifinal.
Allot won from Crockett.
Kennedy won this heat as Gledhill tried to drink the bath dry.
Instruction Nights: Mondays from 9 p.m. to 9:30 p.m.
Practice Night: Friday from 9 a.m. to 9:30 p.m.

Stale News Made Fresh Again by Sport Belles-Lettres Men

Batchelor Says the Young Kid Eddie Plank Made Good in Last Game of World Series—MacConachie Describes Game.

Anyone will stand for an old story if it is told just a little bit better than the other fellow told it. Here is some interesting ancient history about a championship ball game between a team from New York City and one from Philadelphia, Pa., played away from home in the early part of October, 1913, which from a news standpoint is hardly in need of a shave, but from a literary standpoint is as fresh as the day it was written. The names which head the articles may not mean much to the average reader, but to those who know they mean as much as Mathewson or Baker or Plank.

By G. A. MacConachie.
New York, Oct. 11.—Several young men who have been conducting their professional business at the Polo grounds this summer canceled options they held on automobiles, adding pieces of property and new Benches when Eddie Murphy glommed on that farewell hoist of Doyle's about four inches to a clock this October evening.

Eddie Plank rode out of Mr. McGraw's yard on an animated wave of popularity, the ancient southpaw being carried on the shoulders of enthusiastic Philadelphia admirers. Eddie's only protest was to be carried off his left side and his battered glove. The storybook turned first official act after curbing the Giants with two puny blows was to wrap that poor wheedling left shoulder of his in one of the Athletics' sweaters. The Athletics roared as when Eddie quits the diamond the Smithsonian institution wants to stuff that left arm of his and put it on exhibition.

No Invalid Chair.
Neither Matty nor Plank was wheeled to the mound in an invalid's chair, both expiring freely in the warm-up stunts. One of the finest tributes a public man was ever given was accorded this "old master" when he stroled from the clubhouse about 12:12. In started as a faint murmur when the master performer came and overleaped into a mighty roar as he walked slowly across the big Irish stadium, twiddling his glove and endeavoring to look unconcerned. The cheering did not abate until long after Matty started to toss back and forth with one of his comrades.

McGraw was one of the first to mitt the 1914 world's champions. Johnny said the best manager that he had quite a baseball club, and that if he ever wanted to peddle that old roustabout Plank he thought he could use him around doing odd jobs of whitewashing and the like.

Eddie Murphy, one of the young men in the series, who played with hustle and fire throughout, greeted Matty in a rough manner, slugging him on the right offering through Fletcher like a shot out of a gun.

Merkle has had his old title of "Bonehead" clamped on to him again after the way he handled Baker's smash and permitted Murphy to come

WHITE SOX DEPART ON WORLD'S TOUR

Leave in Special Train They Will Use 30 Days—First Game Cincinnati.

Chicago, Oct. 18.—The White Sox ball club, Chicago champions, left last night for Cincinnati, Ohio, where today they will meet the New York Nationals in the first game of a base, November 18 and 19.

The local players left aboard a special train, which is to be their home almost continuously until they board the steamer at Vancouver, November 20, for Japan.

Games have been scheduled to take place almost daily before teams embark on the Pacific coast.

SOX AND GIANTS PLAY ONE GAME IN SEATTLE

Plan to Make Flying Trip by Special Boat to Victoria to Catch Steam Train.

Seattle, Oct. 18.—President Dugdale has received unpleasant news in a telegram concerning the visit of the two major league baseball clubs to Seattle next month. After many trials and tribulations, it was apparently settled that games would be played here November 18 and 19.

The rush act is still a part of the program, but instead of two games being played in Seattle, there will be only one, and that will be on Wednesday, November 18. President Conkney informed President Dugdale that it would be impossible for the teams to reach Seattle in time for the game originally scheduled for Tuesday, November 18.

Quick Action Necessary.
Quick action all around will be necessary on the day that Seattle fans do see the big leaguers, as they will stop off in the morning at Tacoma, play a game, and then hustle over to Seattle for a clash in the afternoon. The special boat will be held ready to rush the party to Victoria immediately after the game.

During 1912 there were 2,617 free schools in session in China, with an enrollment of 287,116 and a daily attendance of 199,744.

Bruckton, Mass., has added a woman to its police force.

PRIVATE OFFICE

Some to Lunch Back Ten minutes

Cramming down ill-chosen food, and rushing back to work, leads straight to dyspepsia, with all it means in misery.

Proper habits of eating, with a Ha-Dru-Co Dyspepsia Tablet after each meal, restores good digestion, health and happiness.

A box of Ha-Dru-Co Dyspepsia Tablets costs but \$5.00 at your Druggist's, National Drug and Chemical Co. of Canada, Limited, 140

City Passenger Office, 153 Jasper Ave. E. Phone 4057

Dates of Sale
October 15th to 20th.
Final Return Limited
October 22nd.

MATTY AND PLANK SAVED THEIR ARMS

Last Game Was Contest to See Who Would Throw Fewest Balls.

"Christy" Mathewson has the satisfaction of knowing that he didn't tax his talented right shoulder as much in dropping the final contest of the world series as Eddie Plank did in winning it.

Matty outnumbered just 89 times while Plank was called upon to deliver an even 100 balls. Matty got by without flinching as many as ten balls in six different innings, while Plank was only able to do this on three occasions, the fourth, sixth and ninth rounds.

After the first two seasons were over the old master's heavy work, as far as number of pitched balls were concerned, was over that, is with the exception of the seventh, when he tossed 15.

Six balls was the least number with which either of the veterans could not get rid of the side. With Carney accomplishing this in the eighth section, seventeen was the largest number of times Matty threw the baseball while Plank went him one better with 18 chucks. Oddly enough this double shift work was forced on both pitchers in the opening matches when they were strong, so it didn't matter much.

The following table shows just how the tale of balls went in regard to pitched balls:

Matty	13	17	9	7	8	15	4	2	39
Plank	15	10	11	8	18	12	7	4	109
Totals	28	27	20	17	25	16	27	13	159

Kindergratons in Worcester, Mass., cost on an average \$41.25 a month for the year: elementary grades, cost \$34.01; high school, \$56.50.

SEE SUMMERLAND

WATSON'S

No. 10

Scotch Whisky

A General Favorite

The Western Commercial Co., Ltd.
DISTRIBUTORS
Successees to
EDMONTON WINE & SPIRIT CO.
Phone 1911 247 Jasper E.

GRAND TRUNK PACIFIC

XMAS EXCURSIONS To Old Country Points

Tickets on Sale November 7th to December 31st
Montreal \$66.00
St. John, Halifax or Portland \$74.00
In connection with Ocean tickets

The GRAND TRUNK PACIFIC will operate TOURIST SLEEPING CARS through to connect with steamers.

We Represent all Steamship Lines
NOW IS THE TIME TO BOOK
Splendid accommodation available at minimum rates.
Call and get particulars.
We have the latest sailing lists and up to date information.
Courteous treatment from competent clerks.
OFFICE OPEN EVENINGS
Call, phone or write to
J. F. PHILIP.
153 Jasper Ave. E. Phone 4057
City Passenger Agent.

GIANTS FIND COMFORT THINKING OF '05 SERIES

New York Beat Philadelphia Then Four Games Out of Five—All Shut-Outs.

A little ancient history that may be of interest just now is the following, showing the result of the world series games in 1905 between the Athletics and the Giants when the Athletics were beaten seven times then were the Giants this year. In that series Mathewson shut the Athletics out three times without a run.
October 12—New York 3, Philadelphia 0; Mathewson, Plank.
October 16—Philadelphia 5, New York 0; Bender, McGinnity, Ames.
October 12—New York 9, Philadelphia 0; Mathewson, Cookley.
October 12—New York 3, Philadelphia 0; McGinnity, Plank.
October 14—New York 2, Philadelphia 0; Mathewson, Bender.
Bresnahan caught all the games for New York; Schreck and Powers were both used by Philadelphia.

PRIVATE OFFICE

Some to Lunch Back Ten minutes

Cramming down ill-chosen food, and rushing back to work, leads straight to dyspepsia, with all it means in misery.

Proper habits of eating, with a Ha-Dru-Co Dyspepsia Tablet after each meal, restores good digestion, health and happiness.

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Dates of Sale
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Final Return Limited
October 22nd.

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KLAUS AND BROWN MATCHED.

Eacine, Wis., Oct. 18.—George Clipp, of Pittsburgh, who defeated Frank Klaus, was yesterday matched to fight George (Knockout) Brown, of Chicago. The match probably will take place in Pittsburgh. The men have met in two draws.

An African explorer found a very modern African sewing machine being operated by a woman in a native village in the heart of the Dark Continent.

Saturday Specials

Coat Sweaters

PURE WOOL, in fawn, brown, red, grey, and combination colors. Sizes 34-44. Regular prices \$3.50, \$4.00, \$4.50, and \$5.00.
Saturday Special... \$2.85

Hose

50 doz. Black Ribbed Worsted 7/8 Hose.
Sizes 9 1/2, 10, 10 1/2, 11.

Saturday Special, 25c per Pair

J. H. Morris & Co.

270 Jasper East.

Leonard's Cigar Store

NEXT TO PANTAGES

WE give satisfaction to our customers.
Are you one?
If not ask your friends.

Get Interested in our CONTEST.

25c purchase gives you a say in it.

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PIPPERS

PIPPERS

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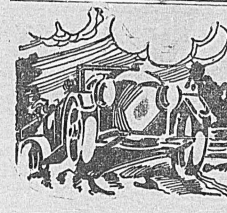
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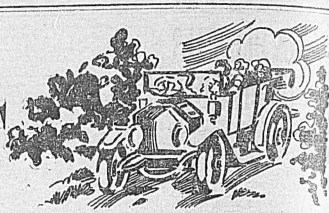
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Automobile NEWS



EDMONTON DAILY CAPITAL

"A STITCH IN TIME SAVES NINE" APPLICABLE TO AUTOS

Seventy-Five per Cent. of Trouble With Motor Cars Arises From Inattention, and Could be Avoided With Care.

"The old adage, 'A stitch in time saves nine,' might be revised for the benefit of automobile owners to read: 'Timely attention saves large expense.' Fully 75 per cent. of the mechanical troubles that develop in automobiles are the result of inattention on the part of the car owners," says an expert.

"In some cases this negligence may be excusable on the plea of inexperience, but in most cases it can be readily traced to procrastination."

"Knocks, pounds or other foreign noises emanating from the motor are for the time tolerated, and the owner quiesces his conscience by assuring himself that he will have the matter investigated as soon as he can be without the use of his car for a day or so. However, it usually happens that the convenient time is not forthcoming. The car owner continues to drive his car, the indications of distress become more pronounced; finally the inevitable happens—the motor is disabled and the car has to be towed to the repair shop."

"The motor is taken apart for inspection and the mechanic reports a

scored cylinder; a broken connecting rod bearing cap and damage to other parts that invariably accompany this, or other trouble, that will make necessary the installing of new parts and the mechanic will probably say a loose wrist pin screw, a worn connecting rod bearing, or the bolts in the bearing cap loose, or name some other conditions that could easily have been remedied if strict attention had been given to the car at the proper time. By lack of timely attention, a large repair bill has been incurred and a delay of several days must be tolerated before the repairs can be completed and the car ready for the road."

"No matter in what part of the car trouble develops, whether in the transmission gear, rear axle or in one of the lesser units, the car owner is invariably given ample notice of the presence of the trouble, by sounds of distress or other noticeable symptoms, and if he is wise, this should be his cue for prompt action in the matter of investigation and adjustments."

CADILLACS HAVE ENORMOUS SALES

Up to Oct. 1, 2,778 Cars of 1914 Model Had Left Factory.

Detroit, Oct. 18.—At the close of business, September 30, the Cadillac Motor Car company had manufactured and shipped 2,778 of their 1914 models. This is four times as many models as were manufactured and shipped during the similar early period of the 1912 season. The 1914 models are now leaving the factory at the rate of 80 a day, which is a very heavy output at this date for a car of high class, and shows that the Cadillac production has reached an exceptional stage of systemization, efficiency, and speed—a result that might be for only in mid season.

Before cars had been shipped or any announcements made concerning the character of the 1914 models, a remarkably healthy interest was shown, resulting in an unprecedented number of advance orders. Now that the public has had an opportunity to learn something of the Cadillac's two-speed direct drive axle and the other new features and improvements, the interest has been greatly increased. In spite of the fact that the production has already reached such large figures and is producing at the rate of 80 cars a day, Sales Manager E. C. Howard reports that each morning he is deluged with telegrams, telephone calls and letters, urging the rush of shipments, and pleading for more cars. Mr. Howard says there is no question that the 1914 season will eclipse any previous one.

Dr. Pierre Houat, of Paris, France, announces discovery of an anti-cholera serum.

It is estimated that the impeachment of Governor Siler will touch the New York state treasury for \$250,000.

SEE SUMMERLAND

ROADS DAMAGED MOST BY WAGON

Automobiles Not So Harmful to Highways as Narrow-Tired Vehicles.

The Massachusetts highway commission, after a full investigation, officially states in its annual report, recently issued, that the greatest cause of the destruction of modern roads is not the automobile nor the motor truck, but the heavily-loaded vehicle drawn by horses.

In two instances quoted in the current report, 50 to 75 ice teams a day, carrying three tons or more each on 14-inch to 3-inch tires broke up within a month the side of the roads on which the loaded teams traveled, while the surface lasted three months on the other side where the teams came back only once a week, "for miles beyond the ice houses the roads are still in good condition."

The study also shows that it is not the number of teams, but heavy teams—two or more horses, and heavy loads on narrow tires—that cause the damage.

"The report further states: 'Many million dollars are being spent in improved roads, and provision should be made by law to prevent them from destruction. The law should fix some maximum weight per inch width of tire in contact with the ground.'"

Chairman George C. Doh of the A. A. A. national good roads board has issued a call for a traffic regulation conference at Detroit during the next annual American Road Congress, to which all state highway commissioners have been invited, as well as National Grange officers, automobilists, and vehicle makers, horse-drawn and motor driven.

That the solution of the vexed road problem lies in the building of a new class of main highways that will not be so easily broken up by the heavy volume of mixed horse and motor vehicle traffic is the belief of automobilists and many truck manufacturers who have turned their attention to this subject of late.

It has been noted how, in their annual reports, highway commissioners call attention to the rapid destruction of the improved roads and the growing cost of keeping them in even passable condition. Cognizance has also been taken of the authorization by legislatures of the big 50-year bond issues to pay for the construction of the highway systems, although as yet no authorities have come forward with suggestions for a type of moderate-cost road for which they claim a life of more than five to 10 years before resurfacing will be required even when repairs are made each year where holes develop.

Radical and immediate changes in road-building methods must be made if the country is to keep pace with the industrial, commercial and social needs of the people. Unless more durable roads are built, then are now the common standard of the best types of highways, the burden of the cost of maintenance will become insupportable in a few years. France has just approved the spending of \$50,000,000 during the next 10 years for the laying of 6,000 miles out of her 425,000 miles of famous highways.

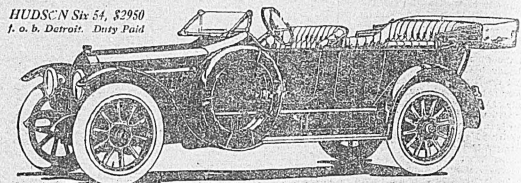
POPULAR SCIENCE

Minerals have a great plan to make rich dairy country out of the lands now deemed, on which great forests once grew.

Improved sanitation methods introduced at the instance of an American have cut down the prevalence of malaria and other diseases in Jerusalem.

Rev. and Mrs. J. A. Cramer, of Santa Rosa, Cal., have as a guest their 7-year old granddaughter, Anna, who traveled to see them from Germany unaccompanied.

HUDSON Six 54, \$2950
f. o. b. Detroit. Duty Paid



Rides Like Constant Coasting

Don't Hold Your Old Car Too Long

YOUR old automobile becomes less valuable every day. If you wait, you will not get as large an allowance for it in a trade toward a desirable new car as you now get.

You are mistaken if you think anyone will make an allowance in excess of its real worth in the purchase of a more desirable car.

Do not be deceived into thinking anyone will allow you more for your car than it is worth.

True, someone may make an offer that seems more liberal, but the price your car will bring—cash—and the value of the new car are ever-present influences that dictate the terms of the exchange.

A Car Not Built For Trades

THE Hudson Six 54 is not built for trades. It is priced at a figure that gives value and not deception. Dealers are not given extraordinary profits to be used in absorbing old cars so that the buyer is lead to think he is getting a bargain.

In appearance, in quality, in value, the Hudson Six 54 can be compared with any automobile at \$3,000, or even \$4,000. Some people would pay \$4,000 for this car if that were its price. So many could not be told, it is true, but if our profits were increased by over-pricing the car we too could make trades that would

be attractive to those who have old cars to trade and who do not enquire closely into values.

Come! See This New Car

SEE this most beautiful car ever designed. Examine its true, streamline body. The six-cylinder motor that propels the car at any speed, over any kind of road, with the smoothness and safety of an express train.

No wanted equipment is lacking.

Come and see the car and then consider what you get when excessive allowances are offered for your used car.

The FREEMAN CO., LTD.

243 630 Second Street

Phone 1972

SYMINGTON'S SOUPS

Something You'll Enjoy!
A steaming plate of Symington's Soup after an energetic day.

There are no soups so fine, or so rich in food properties—no soups so excellent in flavor. Eleven varieties equally good and enjoyable.

Mulligatawny Tomato Lentil Green Pea Orzo Chicken Scotch Broth White Vegetable Mock Turtle Pea

BUY THEM! TRY THEM!

CANADIAN AGENTS
Davies & Moyle, Edmonton, Alta.



CHALMERS 1914

The New Six - \$2,950
F.O.B. Edmonton, fully equipped.

This New Six will be here in a few days.

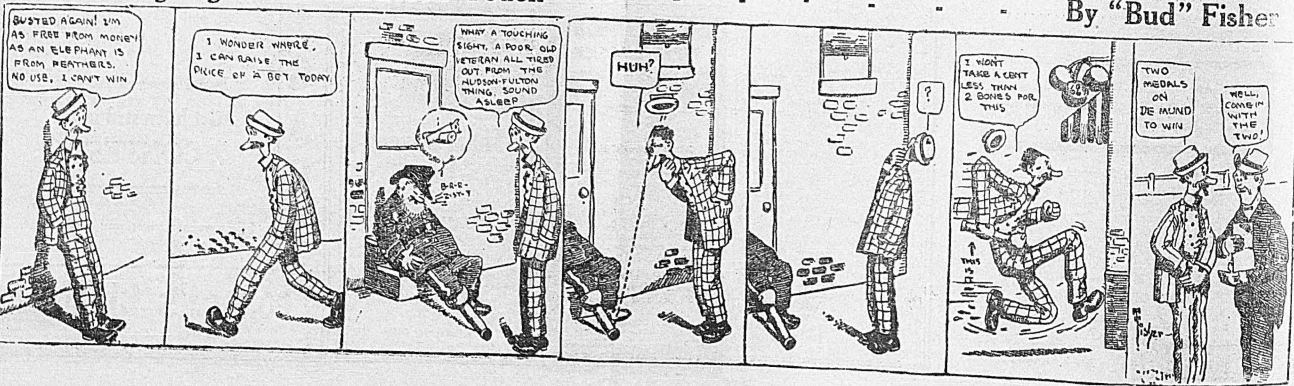
See this new car and

THE CHALMERS STANDARD ROAD TEST

Edmonton Garage, Ltd.

Twenty-first and Jasper

A Touching Sight and a Unseen Touch



By "Bud" Fisher

CANADA TO GAIN BY THE TRADE ROUTES THROUGH PANAMA

Held That Canada Bears
Practically Same Relation
to Canal as States.

DISADVANTAGE LIES IN
U.S. COASTING LAWS

Trade of Western Canada is a
Large and Important Question.

Washington, Oct. 15.—That Canada will benefit by the new trade route to be provided by the opening of the Panama canal just as much as the United States, in proportion to her total foreign trade, is the conclusion reached by American experts who have been forecasting the effect the canal will have on the world's transportation of commerce.

It is held by the students of the canal question that Canada bears practically the same relation to the canal as does the United States, though on a lesser scale. Certainly, it is believed, the canal will mean the same thing to Canada as it does to the states of the northern half of the United States, inasmuch as the commercial interests and problems in Canada are very similar to those of the states lying just south of the border. Eastern Canada produces many of the same articles, in much the same way as eastern United States, while western Canada is the outflow of the same products as that in the American northwest. It is contended that the United States has an additional interest in the canal, not duplicated in Canada, through the new opportunities it opens up to the southern states, and the ports on the Gulf of Mexico.

Effect on the Rates
With respect to railroad transportation, the situation in Canada with regard to the canal is similar to that in the United States. In both countries shippers will unquestionably measure the advantages of use of the Panama Canal by comparison with the transcontinental railroad rates. The canal will not be used by shippers in the United States except as it offers a substantial reduction in freight charges as compared with the railroad rates. The tolls to be charged vessels using the canal, in general, at 12 1/2¢ a ton, were fixed not on the basis of the investment made in the canal work, and interest charges, as with reference to the freight rates in transcontinental traffic. It was sought to put the highest rate which would not materially compete to the transcontinental rates, so that enough vessels would find it desirable to use the canal to contribute substantially to the payment of the cost of operation and other fixed charges on the canal. Inasmuch as the Canadian route is competition, in a use, with the transcontinental roads of the United States, the rates fixed with reference to the American railroad charges, have a very similar relation to those on the Canadian lines. Consequently, as far as the canal question is concerned, the situation in Canada bears out the similarity to the general situation in the United States with reference to the canal.

A Canadian Disadvantage
The great distinction is to be considered, however, that lies in the provision of the statute law that American vessels in the coastwise trade shall be exempt from the payment of tolls through the Canal. This, of course, immediately puts Canadian shippers at a disadvantage. The handicap, however, is not as great as it first appears, however, the exemption applies only to what is now interstate traffic in the United States, and not to foreign trade. Between Canada and the United States there is not, at present, any great competition for trade in the United States, so that American vessels actually competing with Canadian vessels will have little, if any, advantage over the latter. It is expected that the majority of the Canadian traffic through the Canal will be between the Dominion and Europe, in both directions.

Another provision in the Panama Canal act, and one which is now the subject of a controversy between the governments of the United States and Great Britain, is the so-called "free trade" clause, prohibiting from the use of the Canal railroad owned ships, owing to the fact that Great Britain has never yielded in its protest against this and the exemption clause, and to the impression in Washington that President Wilson, after he has completed his present legislative program, will be found more

WHAT DYSPEPTICS SHOULD EAT

A PHYSICIAN'S ADVICE.

"Indigestion and practically all forms of stomach trouble are rare times out of the door to reality, therefore stomach sufferings should, whenever possible, avoid eating food that is acid in its nature, or is subject to chemical action in the stomach during acidity. Unfortunately, such stimulants most foods which are present in the diet as well as those which are rich in food, flesh and nerve building properties. This is the reason why dyspeptics and stomach sufferers are bound to this, restricted and lacking in that vital energy which can only come from a well-fed body. For the benefit of those sufferers who have been obliged to restrict their diet and starve, sweet or fatty food, and are trying to keep up a miserable existence on starchy products, I would suggest that you should try a meal of any food or foods which you only like, in moderate amount, taking immediately afterwards a teaspoonful of liquid extract in a little hot or cold water. This will neutralize any acid which may be present, or which may be formed, and instead of the usual feeling of uneasiness and distress, you will find that your food agrees with you perfectly. Bitterness, indigestion, is doubtless the best food correction, but you know it. It is not a medicine, and has no direct action on the stomach, but by neutralizing the acidity of the food contents, and thus removing the source of the acid irritation which causes the delicate stomach lining, it does more than could possibly be done by any drug or medicine. As a physician I believe in the use of medicine whenever necessary, but I must admit that I cannot see the sense of doing an irritated and irritated stomach with drugs instead of getting rid of the acid—the cause of all the trouble. Get a little liquid extract from your drug store, eat what you want at your next meal, take some of the liquid extract, as directed above, and see if it is not right."

GET IT AT THE BAY

OLD FOLKS' COUGHS PERMANENTLY CURED

The Public is Loud in its Praise of the
Modern Direct Breathing Cure.

Elderly people take cold easily. Unlike young folks, they recover slowly, if ever. That is why so many people just middle life die of pneumonia. Even though pneumonia does not develop and kill, coughs certainly weaken all elderly people.

Cough syrups seldom do much good because they upset digestion. Any druggist or doctor knows that a much more effective treatment is "CATARRHOZONE," which heals and soothes the irritated surfaces of the throat.

In using Catarrhozone you do not take medicine into the stomach—you simply breathe into the stomach, nose and lungs rich pine balsamic vapor, so full of healing power that colds, catarrhs and bronchitis disappear almost instantly.

"At sixty-eight years of age I can testify that I am never troubled with coughs or colds," writes J. E. Pilgrim, of Kingston. "They used to be the bane of my life, and that was before I used Catarrhozone, which was recommended to me by C. L. Prouse, druggist. To use Catarrhozone is just like being in an immense pine woods. The balsamic vapor of Catarrhozone is like a tonic, it is so stimulating to the breathing organs, so soothing to sore spots, so full of power to drive out colds and congestion. I will always use and recommend Catarrhozone as a preventive and cure for coughs, colds, bronchitis, throat irritation and catarrhs."

Sign.
A Catarrhozone Inhaler in your pocket or purse enables you to stop a cold with the first sneeze. Large size costs \$1.99 and supplies treatment for two months; small size 60¢; trial size 25¢. All stockholders and druggists or the Catarrhozone Co., Buffalo, N.Y., and Kingston, Canada.

favorably disposed to the English contention, this question can hardly be regarded as definitely fixed.

Will Work a Hardship
There is little doubt that if it stands, it will work a hardship on certain shipping interests in Western Canada, but that it will stand is a matter quite to be questioned. The Canal will not be open to traffic generally for many months to come, and consequently it would perhaps be unwise to consider this phase of the situation at any length. It is generally understood in Washington that the British complaint largely due to its sympathy with the interests of Canada and it is the present expectation here that President Wilson, when he discloses his position, will also be found in sympathy with Canada. While it is expected that the bulk of the Canadian traffic through the Canal will be from British Columbia to Europe and return, it is also estimated by Prof. Henry H. Johnson, the expert who made the most extensive study of the Canal for President Taft, that there will be a considerable trade through the Canal between British Columbia and Alaska, Chile and Australia, and its amount is calculated on the basis of existing trade between those regions. This trade, in 1910, amounted to 35,468 tons and Professor Johnson believes this figure will be slightly increased, by natural gains in volume of trade, by the date of the opening of the Canal. Most of it is between Alaska and Eastern Canada. The trade between Australia and Eastern Canada offers the greatest opportunity for increase, in his opinion, as he believes the Australian trade is small simply for lack of development. The opening of the Canal, he thinks, will facilitate this development. This trade, he expects, will consist largely of manufactured articles.

A Benefit to Canada
The trade of Western Canada is a larger and more important question, Prof. Johnson finds. Great exports of fur, wheat, lumber and other products of the Northwest, in all probability, pass out of Canada in ships that will use the Panama Canal. There is already a considerable traffic in these products in vessels sent by way of Cape Horn and the Straits of Magellan, for which the opening of the Canal will be a great benefit.

Tables showing the saving of distances to be effected in trade from Western Canada to Atlantic seaboard ports and European ports have been compiled as follows:

Reduction of distances in nautical miles from Victoria, B.C., via Panama Canal, to: Portland, Me., 7,683; Boston, 7,676; New York, 7,572; Philadelphia, 7,548; Norfolk, 7,299. The reduction in these distances means saving in time of transit from 20 to 25 days, depending upon the speed of the vessel. From Victoria, B.C., to Liverpool, 5,666; Hamburg, 5,528; Bordeaux, 5,376; Genoa, 4,926. These reductions in distance would mean a saving in time from 15 to 25 days, according to the speed of the vessel.

PORT FRASER STATION

APPROVED.

Ottawa, Ont., Oct. 15.—The board of railway commissioners have issued an order approving of station site selection at Port Fraser, mile 372.8, Prince Rupert, east, British Columbia. This will give to Port Fraser first-class railway facilities, as the station, sidings, etc., are located at the point where the owners of Port Fraser have already decided to build a station. In his judgment dealing with the matter, Chairman Drayton remarked that as no objection to the granting of chief engineer of the department of railways for the province of British Columbia, although duly notified there was no reason why the application should not be granted.

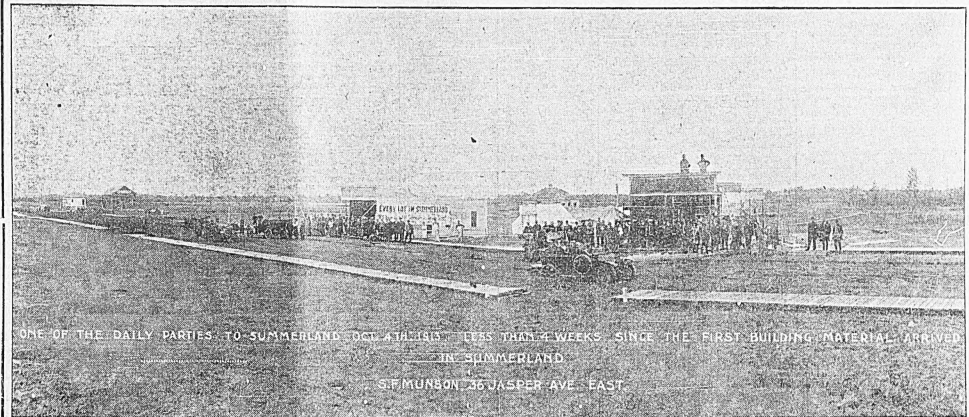
Come any day at 10 a.m. and 2 p.m. and have a free auto ride to see this new town. Any time of day by appointment.

Time Table of Edmonton Interurban Railway WITH DEPOT AT SUMMERLAND

EDMONTON INTERURBAN RAILWAY CO.
EDMONTON—ST. ALBERT LINE)

From the 29th of September, 1913, the Edmonton Interurban Railway Co. has established a regular service and the actual Time Table (subject to change without notice) is as follows:

From	Week days	Saturday	Sunday
EDMONTON (Brandon Ave. & Edward St.)	A.M. 9.30 P.M. 1.30 4.30	A.M. 9.30 11.30 P.M. 2.30 4.30	A.M. 9.30 11.30 P.M. 2.30 4.30
From SUMMERLAND	A.M. 8.45 P.M. 1.40 4.40	A.M. 8.45 11.40 P.M. 2.40 4.40	A.M. 8.45 11.40 P.M. 2.40 4.40
From ST. ALBERT (Prin and St. Anne St.)	A.M. 10.30 P.M. 2.30 5.30	A.M. 10.30 P.M. 1.30 3.30 5.30	A.M. 10.30 P.M. 1.30 3.30 5.30
From SUMMERLAND	A.M. 10.55 P.M. 2.55 5.55	A.M. 10.55 P.M. 1.55 3.55 5.55	A.M. 10.55 P.M. 1.55 3.55 5.55



ONE OF THE DAILY PARTIES TO SUMMERLAND OCT. 14-15-16. LESS THAN TWO WEEKS SINCE THE FIRST BUILDING MATERIAL ARRIVED IN SUMMERLAND.

G. F. MUNSON, 36 JASPER AVE. EAST.

SUMMERLAND

A rapidly growing town (not incorporated) on 27th Street and the Interurban Street Railway Line.

LOTS - \$275.00 - EACH

Corner lots \$75 extra. Size of lots, 35 feet by 124 feet

TERMS

\$10 Cash \$5.00 per month
in twenty-eight months, or
\$25 Cash \$25 every four months. Final payment in 28 months, or

\$50 Cash \$50 every six months. Final payment in 28 months, or
\$75 Cash Balance in twelve months, or twenty-eight months, or

\$150 Cash Balance to be paid in twenty eight months

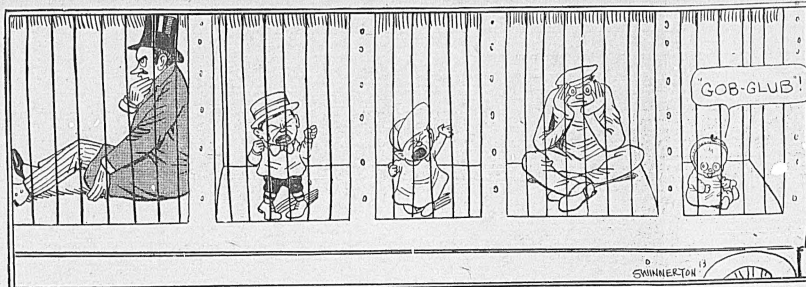
7 per cent. interest on any of the above terms, payable with the last payment

There are 2 Stores, 8 Houses, Street Car Depot and one mile of 4 ft. and 6 ft. Sidewalks Built. Other Buildings Under Construction

Phone 2221 S. F. MUNSON, Broker Office Open Evenings

36 Jasper Avenue East

SEE SUMMERLAND



COMIC SECTION

OF THE

EDMONTON DAILY CAPITAL

October 13 1913

Jimmy--(This Time Papa Minds the Baby!)

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